

# Delaware Department of Transportation Council on Transportation

December 8, 2021





## *Excellence in Transportation.*

### **Every Trip.**

We strive to make every trip taken in Delaware safe, reliable and convenient for people and commerce.

### **Every Mode.**

We provide safe choices for travelers in Delaware to access roads, rails, buses, airways, waterways, bike trails, and walking paths.

### **Every Dollar.**

We seek the best value for every dollar spent for the benefit of all.

### **Everyone.**

We engage our customers and employees with respect and courtesy as we deliver our services.



# Agenda

- ▶ Review and Approval of Meeting Minutes (August 18, 2021)
- ▶ Secretary Update
- ▶ New DelDOT Division
- ▶ Draft DelDOT FY23–28 Capital Transportation Program
- ▶ Public Comment



# Meeting Minutes Review / Approval



# Secretary Update



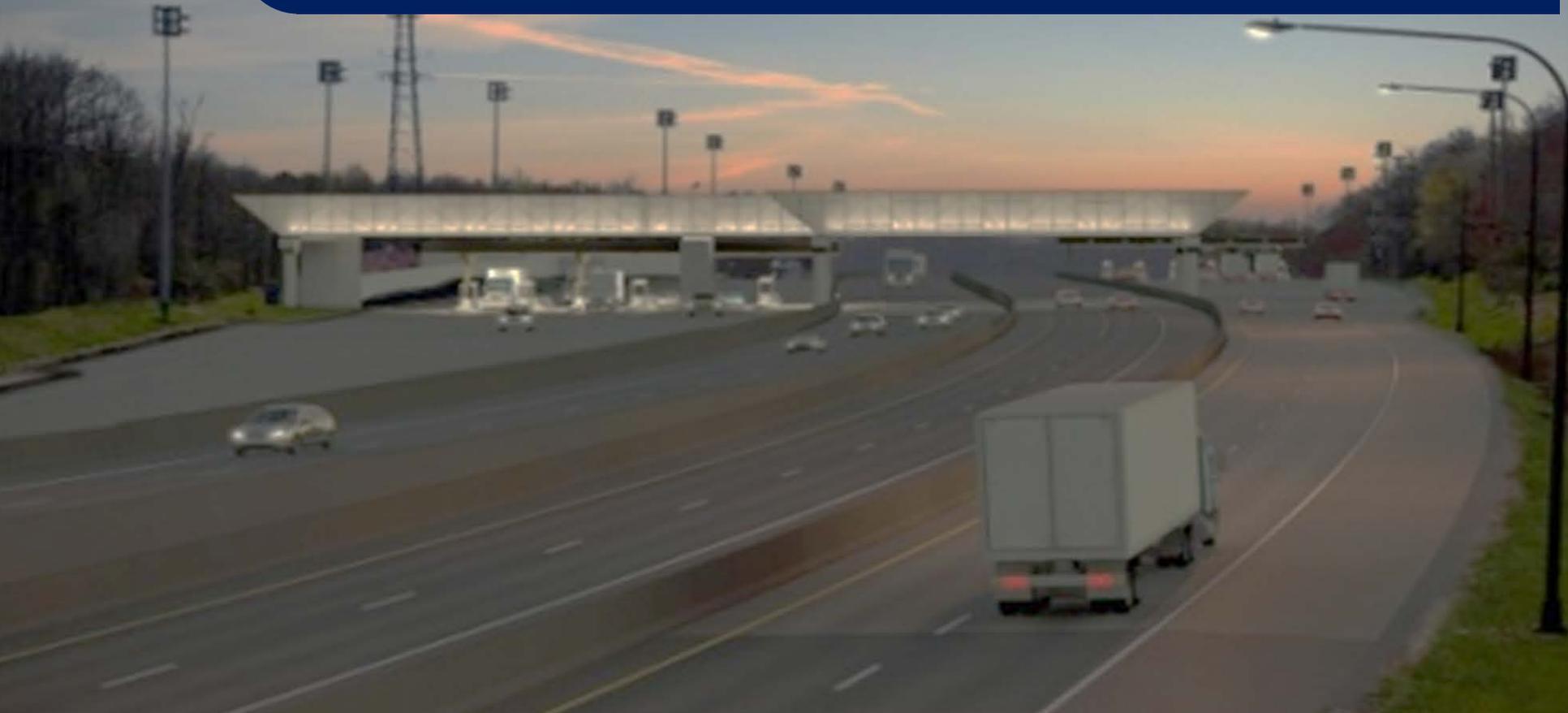
# SAFETY

## Delaware Traffic Fatalities as of 12/3/2021

	<u>2021</u>	<u>2020</u> Year-to-Date	<u>2020</u> Totals	<u>2019</u> Year-to-Date	<u>2019</u> Totals
<b>Fatalities</b>	<b>127</b>	<b>109</b> ↑ 17%	<b>117</b>	<b>127</b> 0%	<b>133</b>
Delaware Residents	108	85 ↑ 25%	96	N/A	N/A
<b>Person Types</b>					
<b>Vehicle Occupant</b>	<b>77</b>	<b>70</b> ↑ 10%	<b>75</b>	<b>74</b> ↑ 4%	<b>75</b>
<b>Pedestrian</b>	<b>24</b>	<b>23</b> ↑ 4%	<b>25</b>	<b>27</b> ↓ -11%	<b>32</b>
<b>Bicyclist</b>	<b>2</b>	<b>2</b> 0%	<b>3</b>	<b>7</b> ↓ -71%	<b>7</b>
<b>Motorcyclist</b>	<b>24</b>	<b>14</b> ↑ 71%	<b>14</b>	<b>19</b> ↑ 26%	<b>19</b>
<b>Crash Types</b>					
<b>Curve Related</b>	<b>20</b>	<b>18</b> ↑ 11%	<b>19</b>	<b>17</b> ↑ 18%	<b>18</b>
<b>Roadway Departure</b>	<b>56</b>	<b>43</b> ↑ 30%	<b>47</b>	<b>42</b> ↑ 33%	<b>43</b>
<b>Intersection Related</b>	<b>47</b>	<b>31</b> ↑ 52%	<b>32</b>	<b>40</b> ↑ 18%	<b>40</b>
<b>Median Crossover</b>	<b>7</b>	<b>3</b> ↑ 133%	<b>3</b>	<b>2</b> ↑ 250%	<b>2</b>
<b>Wrong Way</b>	<b>0</b>	<b>1</b> ↓ -100%	<b>1</b>	<b>0</b> N/A	<b>0</b>
<b>Work Zone</b>	<b>6</b>	<b>3</b> ↑ 100%	<b>3</b>	<b>7</b> ↓ -14%	<b>7</b>

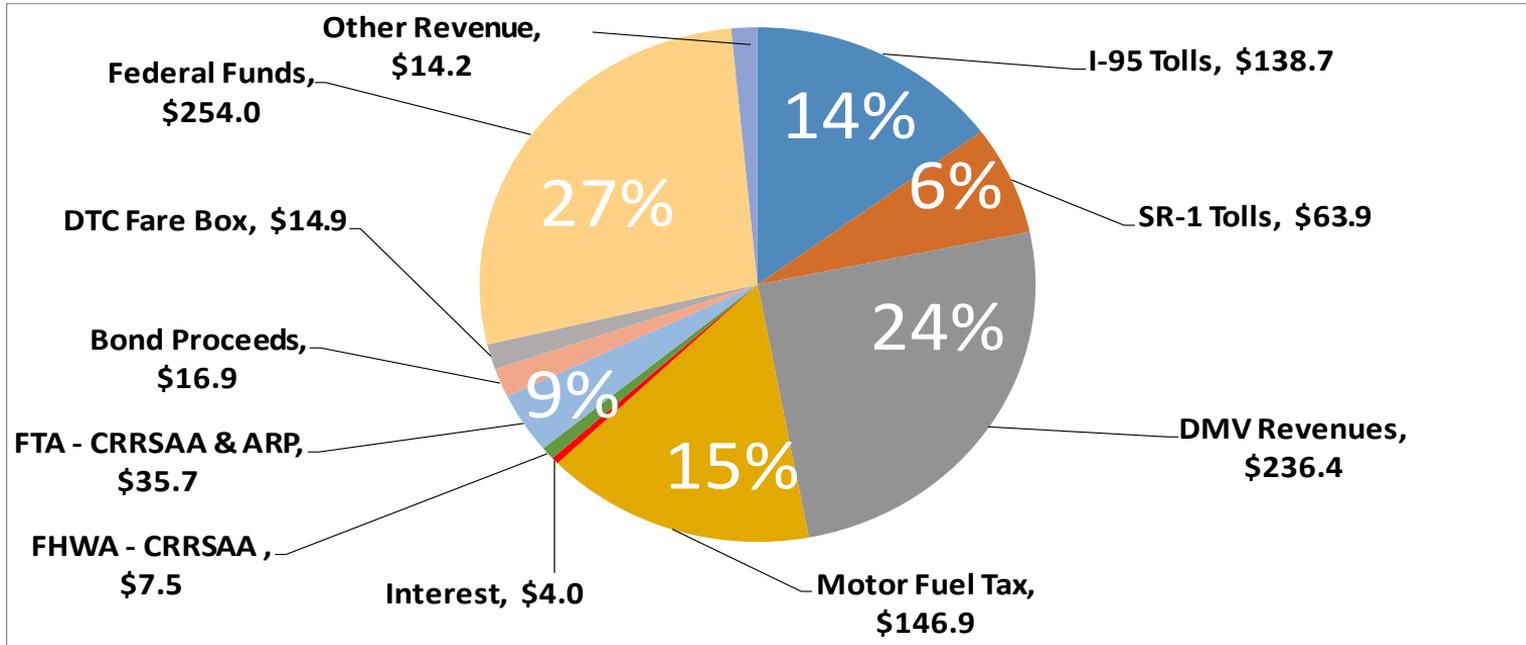
**DELAWARE**  
2021-2025  
Strategic Highway  
Safety Plan:  
Toward Zero Deaths

# TRANSPORTATION TRUST FUND



# FY23 - Sources of Funds - \$933.1M

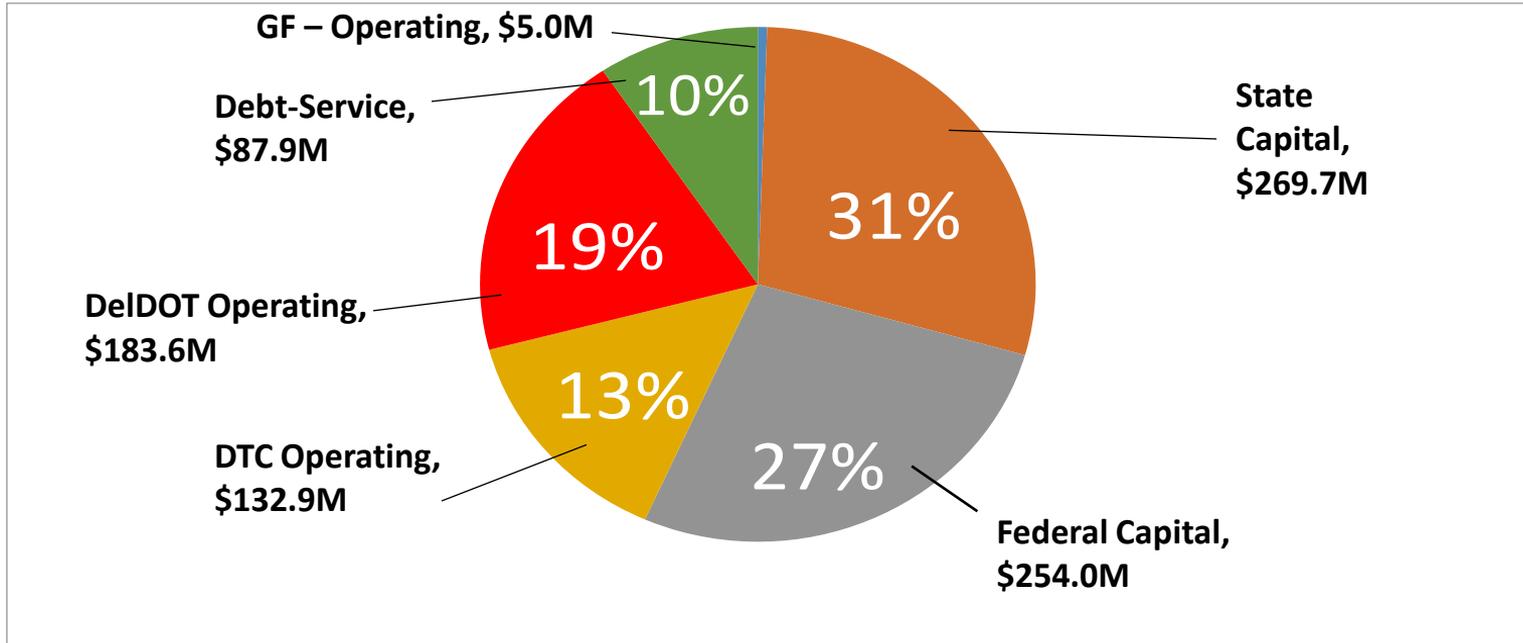
(in millions)



Note: \$200M in GARVEE Bonds were issued for I-95 Rehabilitation project in FY 2021 to be expended over three fiscal years

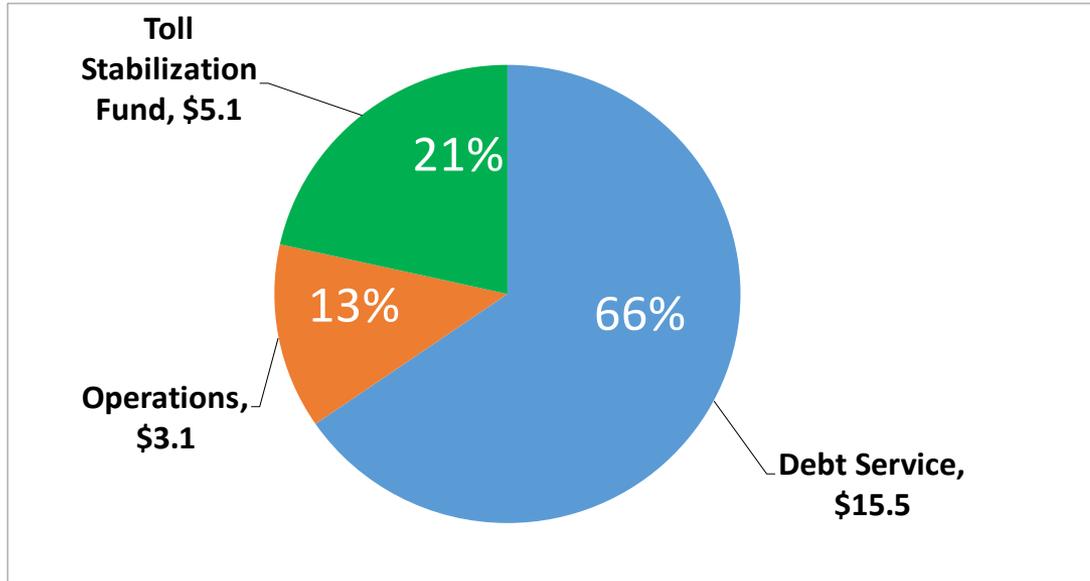


## FY23 - Uses of Funds - \$933.1M (in millions)



# FY23 – US 301 Sources and Uses of Funds (in millions)

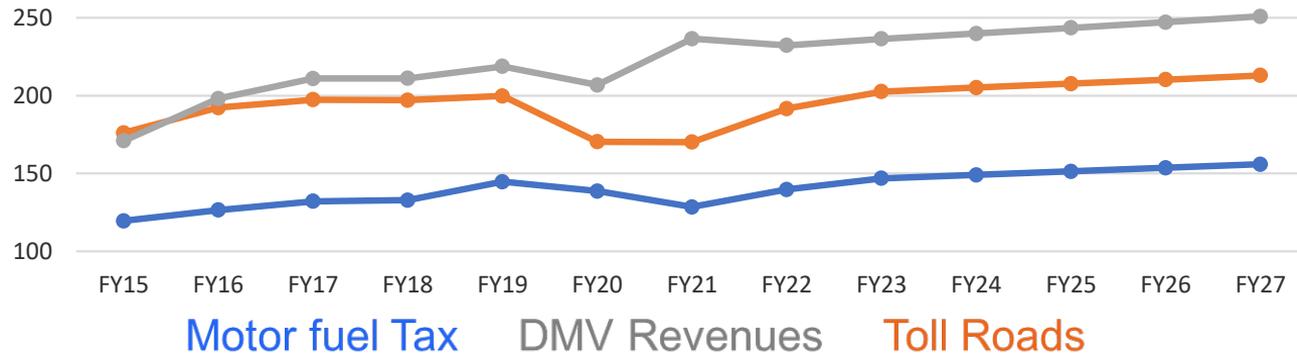
SOURCES - US301 TOLL REVENUES \$23.7M





# TRUST FUND REVENUES

Revenues	Unaudited							FORECASTED – OCTOBER 2021 DEFAC					
	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
<b>Motor Fuel Tax</b>	119.6	126.5	132.1	132.9	144.7	138.7	128.5	139.7	146.9	149.1	151.3	153.6	155.9
<b>Toll Roads</b>	176.1	192.3	197.4	197.1	199.8	170.4	170.2	191.7	202.6	205.2	207.7	210.2	213.0
<b>DMV Revenues</b>	171.0	198.1	211.0	211.1	218.8	206.8	236.5	232.3	236.4	239.9	243.5	247.1	250.9
	466.7	516.9	540.5	541.1	563.3	515.9	535.2	557.7	585.9	594.2	602.5	610.9	619.8





**Bipartisan Infrastructure  
Bill  
\$500M/Next 5 Years  
(new)**





# Transportation Resiliency & Sustainability



**Stephanie Johnson**  
Assistant Director

**Jim Pappas**  
Director



# Transportation Resiliency and Sustainability



Transportation  
Resiliency and  
Sustainability 

Contact Us 

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Resilience & Sustainability  
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## Mission:

To provide the citizens of Delaware with the most resilient and sustainable transportation infrastructure through effective project planning, design, construction, and maintenance along with the incorporation of innovative solutions such as alternative energy and electrification of our infrastructure to address the challenges associated with climate change.

## Goals:

- To centralize our efforts to improve the resiliency of our transportation network and focus on sustainability.
- To examine the impacts climate change and sea-level rise are having on our transportation infrastructure, incorporating resiliency and sustainability measures in the planning, design, construction, and maintenance of our projects.
- To implement the electrification of our infrastructure and fleet; incorporating the use of alternative energy, such as solar; and minimizing the environmental impacts caused by our transportation system. As part of the Climate Action Plan for Delaware and in recognition that transportation is the largest in-state source of greenhouse gas emissions, expand the use of renewable energy and reducing emissions in our transit fleet."
- To contribute to the net reduction of Delaware's greenhouse gas emissions from the 2005 levels by 28% by 2025.

## Challenge:

Due to the low-lying topography of the state, creating resilient infrastructure in the face of roadway flooding



## DeIDOT Resiliency & Sustainability

Sustainable transportation considerations and solutions are focused on striking a balance between economic, social, and environmental principles in a manner that supports the ongoing planning, development, operation, and maintenance of an 'enduring' transportation system.

### MISSION

To provide the citizens of Delaware with the most resilient and sustainable transportation infrastructure through effective project planning, design, construction, and maintenance along with incorporation of innovative solutions such as alternative energy and electrification of our infrastructure to address the challenges associated with climate change and sea level rise.

### CHALLENGE

Due to the low-lying topography of the state, creating resilient infrastructure in the face of roadway flooding becomes a challenge. DeIDOT has been and continues to be challenged by the effects of sea level rise (SLR) and frequently flooded roadways. It has been estimated the state has \$1 billion of infrastructure at risk associated with these challenges.

### STRATEGIES

With so many factors, there can be no 'one size fits all' solution. DeIDOT currently makes decisions about SLR on a case-by-case basis, with careful considerations and unique strategies.

DeIDOT is actively developing policies on how to spend our capital to protect and maintain assets affected by SLR. DeIDOT's guidance and direction will be in line with Statewide policies to ensure a consistent approach.



### INITIATIVES

Impacts of Climate Change and Sea Level Rise

- Design, Construction, Maintenance
- Drainage
- Flood Matrix

Electrification of Infrastructure and Fleet

- EV Charging
- Electric Buses and Fleet

Use of Alternative Energy

- Solar Propane Conversion
- Exploring Hydrogen

Quality of Life

- Keep DE Litter Free
- Pollinators



### COORDINATION

The Division of Transportation Resiliency and Sustainability recognizes the value of interagency coordination as well as cross-governmental and non-governmental organizations to develop positive, equitable solutions to address climate change and improve the resiliency of our transportation network.

Growing List of Partnerships to include:

- Delaware Department of Natural Resources and Environmental Control (DNREC)
- Delaware Office of State Planning Coordination
- University of Delaware
- Wilmington Area Planning Council Organization (WILMAPCO)
- Dover/Kent County Metropolitan Planning Organization
- Sussex County Council
- Delaware Center for Inland Bays
- Delaware Resilient and Sustainable Communities League



TO LEARN MORE ABOUT TRANSPORTATION'S ROLE IN  
DELAWARE'S CLIMATE ACTION PLAN, PLEASE VISIT:  
[WWW.DECLIMATEPLAN.ORG](http://WWW.DECLIMATEPLAN.ORG)

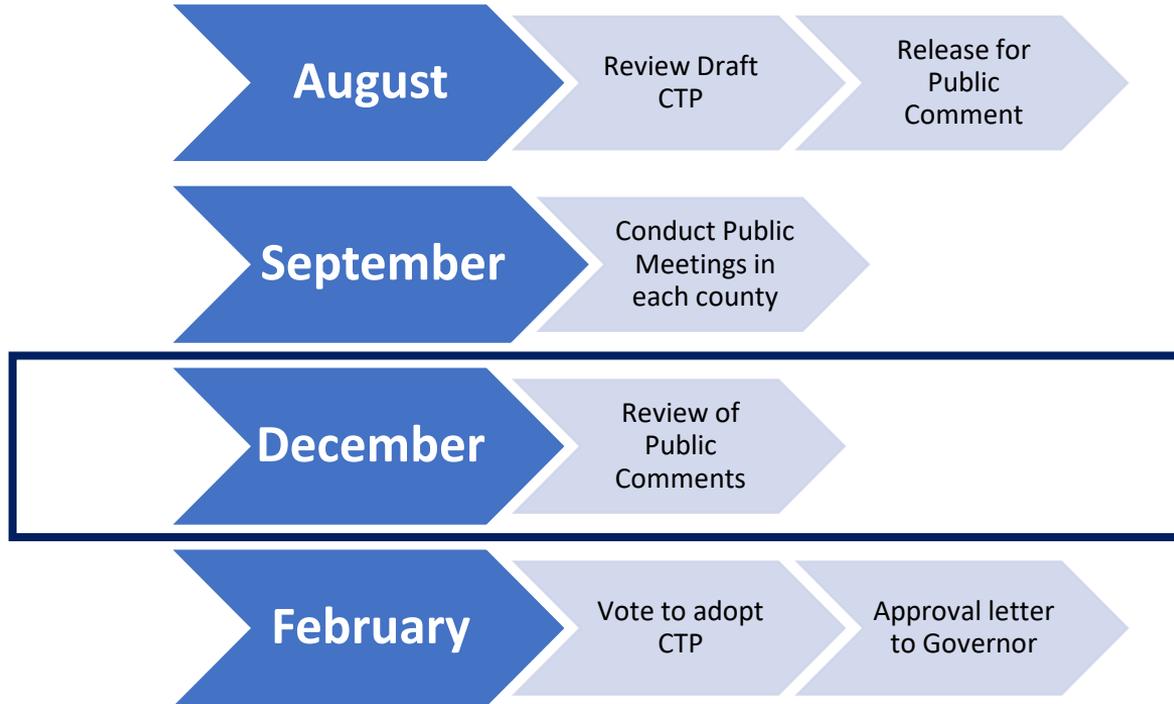


# Draft FY23 – FY28 Capital Transportation Program



# Biennial CTP Process Timeline

CTP Process occurs in even Fiscal Years – Currently in FY22





# DeIDOT Draft FY23-FY28 CTP Information



ABOUT ▾ CITIZEN ▾ BUSINESS ▾ SERVICES ▾ CONTACTS ▾ TRANSLATE

DELAWARE DEPARTMENT OF TRANSPORTATION

## Capital Transportation Program (CTP)

CTP Home



### CTP Reports

- Current CTP
- Previous Reports

### Planning Partners

- WILMAPCO
- Dover/Kent MPO
- Salisbury/Wicomico MPO
- Sussex County
- Draft-2021 Consultation Process Update

### Resources

- CTP Development Process
- CTP Brochure | Spanish
- DeIDOT Enhanced Project Prioritization Criteria
- DeIDOT Enhanced Project Prioritization Criteria Summary
- DeIDOT Enhanced Project Prioritization Criteria

### Capital Transportation Program Meetings

#### New Castle County

Council On Transportation Meeting - 9 /15/2021

#### Kent County

Council On Transportation Meeting - 9/23/2021

#### Sussex County

Council On Transportation Meeting - 9 /29/2021

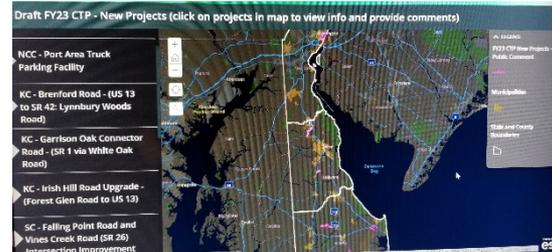
View The flyer

CTP Project map and Public Comment.

### Development:

Every two years the Department of Transportation develops a 6-year Capital Transportation Program (CTP) that identifies anticipated capital investments. This program is developed in cooperation with the Wilmington Area Planning Council (WILMAPCO), Dover/Kent County Metropolitan Planning Organization, Salisbury-Wicomico Metropolitan Planning Organization, and Sussex County. The program provides information on various DeIDOT capital and maintenance programs and on the estimated cost expenditures for the project phasing of a capital project that are anticipated in each specific fiscal year. The following documents provide a brief overview of the process and specific information about DeIDOT's prioritization criteria.

Updated website:  
**ctp.deldot.gov**



**New Interactive Map**

*Review of Public Comments  
from draft FY23-FY28 CTP  
Public Meetings*

DeIDOT



# Project Planning Partners



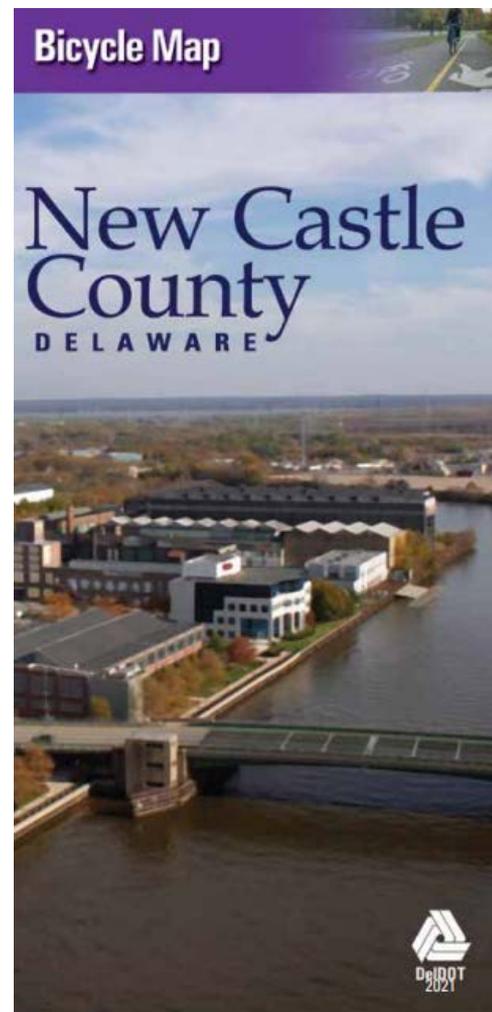
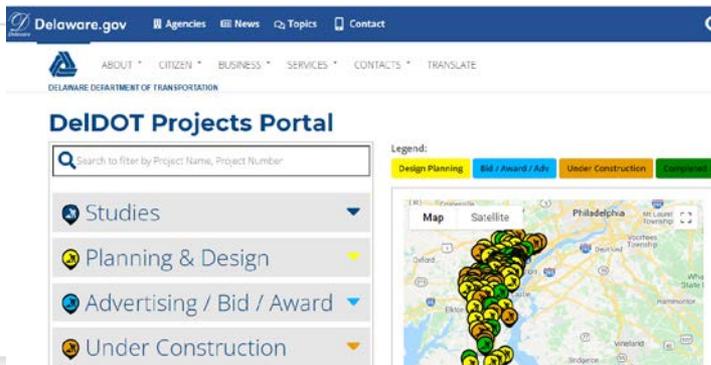
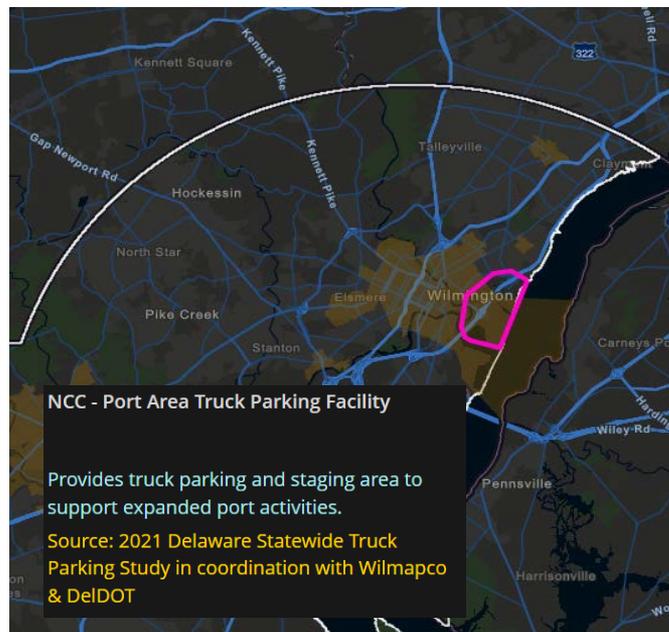


## Public Comment – Many Modes!

September 22 – November 15

- “In person” - virtual meeting
- Internet - Interactive map feature  
<https://project-site-deldot.hub.arcgis.com/>
- Email - [dotpublic@delaware.gov](mailto:dotpublic@delaware.gov)
- Phone – Community Relations 302.760.2080
- Hardcopy – Sent via USPS mail

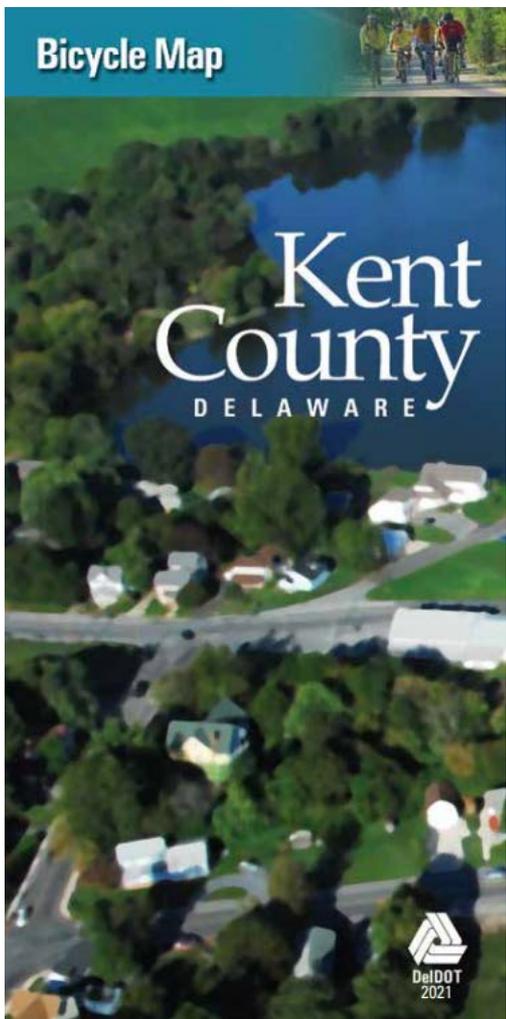
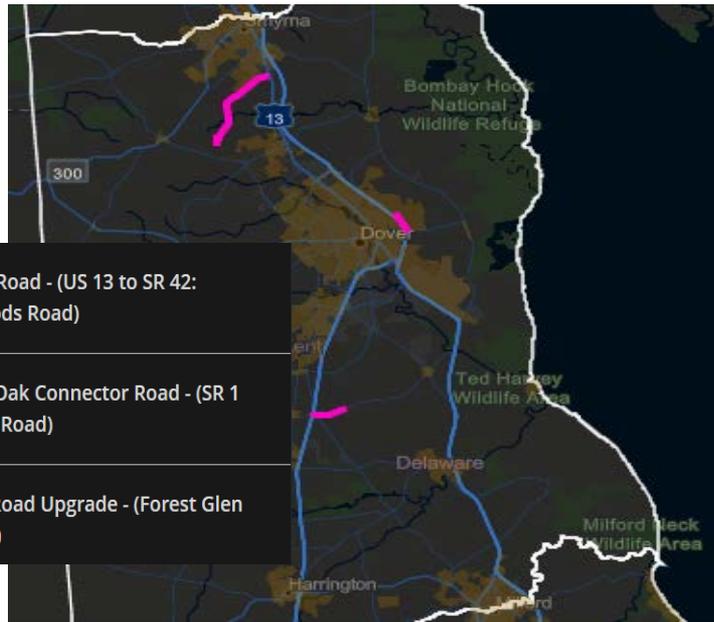




**New Castle County**  
21 attendees  
Sept 15, 2021



- KC - Brenford Road - (US 13 to SR 42; Lynnbury Woods Road)
- KC - Garrison Oak Connector Road - (SR 1 via White Oak Road)
- KC - Irish Hill Road Upgrade - (Forest Glen Road to US 13)



**Kent County**  
**14 attendees**  
 Sept 23, 2021

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DELAWARE DEPARTMENT OF TRANSPORTATION

### DeIDOT Projects Portal

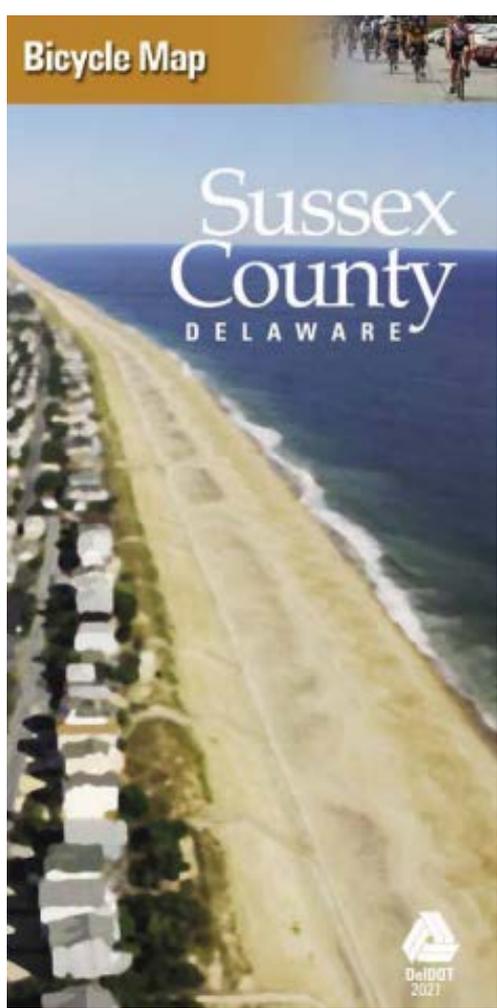
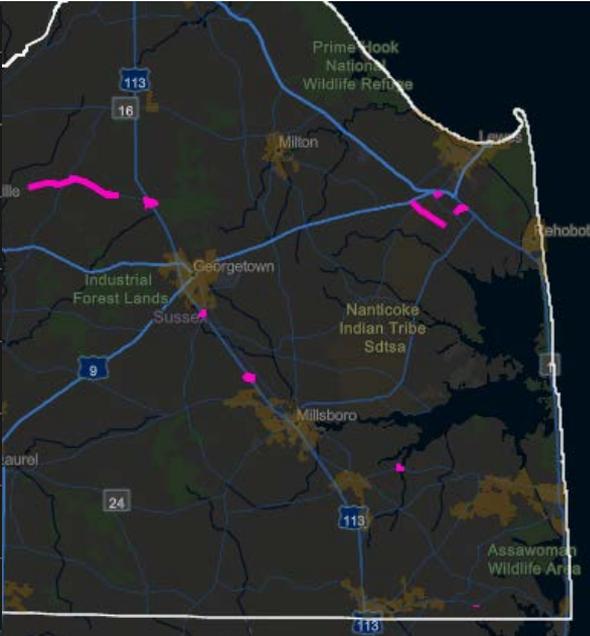
Search to filter by Project Name, Project Number

- Studies
- Planning & Design
- Advertising / Bid / Award
- Under Construction

Legend: Design Planning | Bid / Award / Adv | Under Construction | Complete



- Road (SR 26) Intersection Improvement
- SC - Mulberry Knoll Road - (Cedar Grove Road to US 9 at Old Vine Road) Extension
- SC - Postal Lane (Linden Lane to SR 1) - Improvements
- SC - Redden Road - (Oak Rd to Kings Crossroads) Improvements
- SC - Shady Road (Plantation Road to SR 1) - Improvements
- SC - US 113 and Avenue of Honor/E. Pliny Grove Road - Grade Separated Intersection (GSI)
- SC - US 113 and Redden Road / E. Redden Road - Grade Separated Intersection (GSI)
- SC - US 113 and Shortly Road/Bedford Road - Grade Separated Intersection (GSI)
- SC - W. Line Road and SR 54 (Lighthouse Road) - Intersection Improvement



Sussex County  
24 attendees  
Sept 29, 2021

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DELAWARE DEPARTMENT OF TRANSPORTATION

### DelDOT Projects Portal

Search to filter by Project Name, Project Number

- Studies
- Planning & Design
- Advertising / Bid / Award
- Under Construction

Legend: Design Planning | Bid / Award / Adv | Under Construction | Complete



# Public Comment – Draft Projects

- NCC - Coordination between Truck Parking Facilities and Route 9 Corridor Plan
  - KC - Irish Hill Road Upgrade (Glen Forest Road to US 13): bike/ped upgrading
  - KC - Brenford Road (SR 13 to DE 42: Lynnbury Woods Road): safety concern for bike/ped
  - KC - Support for Garrison Oak Connector that came out of the Dover/Kent 2040 MTP and Air Cargo Facility Study
  - SC - Status and interest in Mulberry Knoll Road Extension
-



# Next Steps

- DeIDOT not recommending any major changes to draft projects
- Public comments will be utilized in development and design
- Continued refinement of the spend plan - based on project schedules and infrastructure funds
- Present any modifications or updates prior to COT meeting in late February 2022
- Plan Adoption by COT no later than March 1, 2022



# Public Comment